



MDPA News

Mount Diablo Pilots Association
Buchanan Field, Concord, California

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media@mdpa.org

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MDPA BREAKFAST AND SAFETY FORUM, SATURDAY, JULY 11, 2015

MDPA Calendar Upcoming Events

By John Potter

BREAKFAST

I was the Head Cook. We had standard "Safeway" chow, but this time I even went the extra mile and went to "Trader Joes," which was a bust. TJs simply does not have unhealthy food makin's! We did the breakfast with one newbie cook---my "former" good friend from Benicia, Terry Finn, as a guest cook, and Bryan Krey, helped by old pros Jim Coupe' and Marc Ausman. Marc's son Evan got professional guidance from Bryan on how to make a really good "ready mix" pancake. Scott Davis offered to instruct in DIY Eggs-Over-Easy, but found that there was risk in "demo'g" how to do it in the air, without breaking the yokes. So Bryan continued in his sure way of delicately, & successfully, doing the over-easy's without flair. And of course, famous grits from the kitchen of Elaine Yeary. We had about 35 for the gathering and there was loads of pancakes leftover from the instruction session. (The people that I give these pancakes to love them as much as the tortillas they normally have. The kids told me that the blueberry pancakes were very special.)

**Note: The club policy is to deliver leftover food from the dinners and breakfasts to a needy family.*

ADMINISTRATIVE ITEMS

MDPA Officer Remarks

Maureen Bell welcomed everyone and said that we had funds coming from the County, but they must be spent before the end of the year for some good airport cause. She asked that everyone consider ideas and let her know (she will filter out the good ones).

August

- 1** Breakfast & Flyout to Salinas, lunch at The Landing Zone
- 21** Meeting and Dinner BBQ at the Clubhouse

September

- 5** Breakfast & Flyout to Watsonville, Lunch at Ella's at the Airport
- 18** Meeting and Dinner

October

- 3** Breakfast & Flyout to Columbia, lunch at El Jardin Restaurant
- 16** Meeting and Dinner

Treasurer Elaine Yeary reported that the breakfast "donations" matched to the headcount so there was enough for me to get paid back. That's good!

Cleanup

The clubhouse got cleaned up and all was in good order so I was able to get out in time to go



on the flyout WITH "everybody" else, again. I took 2 passengers, one an old timer who had never been on a club flyout, Terry Finn, and the other Ron Lem, who is a fly-out regular.



This is something I always love to see – airport management and tenants working side by side! With Dave Thacker acting as supervisor, we show Keith Freitas working with Scott Achelis and Rich Johnson to remove some of the debris left just beyond the fenced in area of the clubhouse.

SAFETY FORUM

The Moderator, Scott Davis, got into the hot topic of loss of all electrical and working with ATC to find out what they did wrong when there was no follow-up by Travis to let Concord know he was inbound. The pilots shared a lot of the same experiences that they had and how they had handled landing, with and without a tower light, mostly from the days of yore when there was less regulation (& hassle). We had one very special member present, Dick Rihn, an old timer acrobatic pilot.

Ed comment: The big take-away was to immediately started unloading everything and then see if the regulator will reset and the alternator can be restored. Then do incremental reloading to see where the problem might be. Even without the alternator, with limited load there is most likely sufficient battery to get you someplace safe, maybe even home!

The Take Away for MDPA:

---We must look out for each other---an MDPA "safety culture."

FLYOUT TO SCHELLVILLE, SATURDAY, JULY 11, 2015

By Chester Robbins

One of the hidden aviation treasures in Northern California can be found at Schellville. But like all treasures you sometimes have to hunt for them. When we arrived, landing on runway 25, in Johannes Verhoek's Navion some of the treasures were out in full display. A



beautifully restored Curtis P-40N sporting its famous "Sharks" mouth made famous by Claire Chennault's American Volunteer Group stood next to a North American P-51



and a North American SNJ.

But the real fun is hunting for treasures and this can be done by exploring the many hangars, looking for open or partially open



doors and poking your head in as we did.

In one partially open hangar, I felt like Howard Carter, who discovered King Tutankhamun's tomb and stated when asked what he saw and stated "Yes,



wondrous things". In this case Jason was rebuilding an original Messerschmitt BF-109E which was found in Russia and was shipped

back to the U.S. As you can see, he is almost finished reskinning the fuselage. He's using all original parts where he can, manufacturing the rest. He will be using the original Daimler Benz engine, which will make it one of only a few original flying Messerschmitt 109's in the world. All it takes is professional skill, time and a lot of money!

Jason told us of another treasure to look for and pointed us in the direction of the hangar that it rested in. A Grumman F3F-2



“The Flying Barrel”. I had read about Herb Tischler’s restoration from junked pieces of this famous pre-WWII Grumman Bi-Plane. Many of the pieces were found in Hawaii and from these pieces he created five replicas. Chris Prevost owner of Vintage Aircraft at Schellville owns one of the five.



Unfortunately the hangar was closed but I suspect it will be flying the following day because the airport is closed on Sunday for a



special event. Just another reason to return to Schellville.

We walked over to a Douglas DC-3 DST that’s been sitting in the weeds since I can remember. It was originally build for American Airlines. You can tell by the “Airstair” door on the right side of the fuselage which was required by American Airlines.



Many of you will remember (25 years ago) when you could fly into Schellville, taxi to the fuel area, fill up and swipe your credit card, take your copy of the receipt and drop the airports copy in a steel box next to the fuel pump. All on the honor system! Too bad those days are gone.

We poked our heads into another hangar that contained a beautiful Fairchild 24R, the owner glad to see us

and eagerly invited us in. Johannes found out that he knew the owner’s father who had a business at the Oakland airport many years before. Besides the Fairchild, the hangar container hundreds of useable vintage carburetors, magnetos and rare engines.



We didn’t see the Curtis Jenny, the Ryan STA or Bucker Jungman but there were several Piper L-4’s, one in a hanger that looked right out of WWII, with radios, Willys Jeep and other

operational gear set up as a diorama.

Before we knew it, it was time to leave but not before looking at several bright Red Ferrari's parked in display alongside one of the hangars. Why do all good things have to be so expensive! Just another reason to return and spend more time exploring.



The sound of "Round" engines could be heard as one of the many Stearman's flew around giving passenger rides as we climbed into



N4951C and back taxied on runway 7 for a runway 25 departure. Natasha, from the back seat, informing us of the 20 degree right departure requirement and no turns below 600 feet. These "New" pilots are pretty good!

Chester Robbins

MESSAGE FROM THE PRESIDENT

Hi Everyone,

Due to personal conflicts with the time needed to effectively reach the goals I set for myself as your MDPA president, and due to further conflicts in fulfilling the technical duties of president as set forth in the Constitution and By-Laws of the association, I regret to inform you that I have resigned as your 2015 MDPA president. I am personally disappointed, but as association members, strong leadership remains in place and you should anticipate the same experience to the routines and programs to which you are accustomed. You should all take extreme pride in your role of creating the momentum that has been the hall mark of the year thus far in new memberships, existing membership retention, successful and varied programs, and advocacy for an improved airport experience. On a personal note, I'm particularly happy with the inroads we made to bring student pilots into the association as new members, and to know that MDPA, as a support structure, is incentive for student pilots to complete their training. I will remain an active member and participant in ongoing activities and look forward to seeing you all soon. It's been my pleasure to serve you, albeit for an abbreviated period of time. Please don't forget to invite all of your family, friends and neighbors, who have been begging you for an airplane ride, to join in the MDPA experience. As we all know, MDPA serves everyone with a love of aviation and we should all strive to engage as many as possible. Thanks very much, and safe travels to all.

Bob Weiss

MESSAGE FROM THE BOARD

Congratulations to Rashid, chief flight instructor at Pacific States Aviation. He has been selected as "2016 Oakland FSDO Certified Flight Instructor of the year!! Jon Prater of the FAA has suggested he compete in the Regional and National levels of this award. Way to go Rashid!

Well, it is getting to be that time of year when we ask our members if they would be

interested in taking a position on the board for 2016. It is always good to have new members join the board as it gives different perspectives to the club as a whole. If you would be willing to volunteer some of your valuable time we would love to talk to you. Please contact any board member, you can find their info on our website. Don't forget to keep August 21st open – it will be a special evening.

Maureen Bell

MESSAGE FROM THE AIRPORT:

County Hangar and Tie-Down Tenants:

You are invited to attend a meeting that Mike Bruno, Sterling Aviation, will speak about the upcoming ADS-B requirements, latest avionics alternatives, shop time, cost of equipment and installation, etc. The meeting is hosted by one of Buchanan Field's flight clubs, MDPA, on Saturday, August 1st at the Buchanan Club House (200 Sally Ride Drive).

You are also invited to the breakfast (\$5.00/person) which starts at 9:00 am and the ADS-B discussion will follow around 10:00 am.

Beth Lee, Assistant Director of Airports

PUBLIC NOTICE

THE PUBLIC IS INVITED TO SEE AIRCRAFT ON DISPLAY AT THE JOINT CLUBHOUSE FACILITY LOCATED AT 200 SALLY RIDE DR CONCORD FROM THE HOURS OF 8:30 AM TO 12:30 PM.

THIS OCCURS MONTHLY ON THE FIRST SATURDAY OF EVERY MONTH AND IS FREE OF CHARGE. PLEASE COME AND ENJOY THIS UNIQUE OPPORTUNITY TO GET UP CLOSE AND PERSONAL WITH LOCALLY OWNED AND OPERATED VINTAGE AIRCRAFT.

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1951 and younger? Mention this ad and Magoo's will donate 50% of your food purchase to the Pleasant Hill Senior Center's Care Management Program.

*Offer good for Dine in only.

The Mount Diablo Pilots Association is a non-profit organization based at Buchanan Field in Concord, California (KCCR).

The purposes of the Mount Diablo Pilots' Association are:

- To promote good public relations between general aviation enthusiasts and the local community
- To encourage participation in fly-ins and other aviation activities
- To promote *safety* and educational activities for pilots
- To provide mutual resources of information on flying for members
- To furnish information and support to the Contra Costa Airport Advisory Committee and other governmental agencies concerned with aviation
- To be a proxy on aviation matters of community concern for its membership

The MDPA clubhouse is located at 200 Sally Ride Drive in Concord, California,

do not send mail to the clubhouse address, use the USPS address instead:

Mount Diablo Pilots Association

P.O. Box 6632 Concord, CA 94524

www.mdpa.org